



*Philip Hone* by John Wesley Jarvis, 1809

## **Philip Hone's Address on the Occasion of the Groundbreaking for the Delaware & Hudson Canal by S. Robert Powell**

On July 13, 1825, in the village of Rome, in the Mamakating Valley,\* Sullivan County, ground was broken for the construction of the Delaware and Hudson Canal. The ceremony began at noon.

\*Mamakating which was later known as Rome and then as present-day Wurtsboro, Summitville, or Beatysburg. Hone, in his diary says that the groundbreaking was at "Rome, Mamakating Hollow." *Lowenthal*, on page 49, quotes James S. McEntee, who was present at the ceremony, and who wrote an account of the ceremony in 1874. McEntee says that ground was broken "in a field in the rear of Dr. Morrison's house." (James W. McEntee, "Story of the Canal," *Olde Ulster*, Vol. VI, No. 10, October. 1910)

Ground was broken in the village of *Rome*, on the Summit Level, where no locks were necessary, and where rapid progress in the construction of the Canal could be quickly made and seen. Most interestingly, ground was broken on the Erie Canal on the long level at *Rome*, NY, on July 4, 1817.

On the same day that Hone made his speech, 34 contracts (for 17 miles of canal construction) were signed to build half-mile sections of the canal. Later that year, Hone was selected/appointed Mayor of New York. By December 6, 1825, the remainder of the line of the canal was placed under contract. On January 7, 1826, Hone resigned as D&H president (to be replaced by John Bolton) but remained on the D&H Board of Directors until his death in 1851.

The *New York Spectator*, in an article titled "Celebration of the Commencement of the Delaware & Hudson Canal", published the complete text of Hone's address, preceded by the following introductory remarks:

## **CELEBRATION OF THE COMMENCEMENT OF THE DELAWARE & HUDSON CANAL.**

On the 13th inst. in pursuance of public notice, a vast concourse of citizens from Ulster, Sullivan and Orange counties, assembled at the summit level, near the village of Rome, in the rich valley of Marmakating, to witness the commencement of this great work. Several strangers of distinction, from different parts of the state, also attended. At 12 o'clock the signal gun was fired for forming the procession, which was arranged by Col. Gumare, of Sullivan county, and John Sudam, esq. of Kingston, (who acted as marshals of the day) in the following order:

1st. The Ulster Greys, a handsome company of young men, from Kingston, under the command of Captain Cockburn, preceded by the Sullivan band of music, and the band from Kingston.

2d. The Engineer Corps, with Judge Wright and Mr. Jarvis, the principal engineers, and Mr. Mills, Mr. Hopkins, and their assistants.

3d. The Board of Managers, preceded by their President, Mr. Hone.

4th. Reverend Clergy.

5th. The Contractors on the Canal.

6th. Visitors of distinction.

7th. Citizens of Ulster, Sullivan and Orange.

“When the Managers and Clergy were seated the music ceased--the most profound silence preceded, for a few minutes, one of the most impressive and eloquent prayers ever delivered on such an occasion, by the Reverend Mr. Kennedy, of the Methodist Episcopal Church. The solemn silence of the multitude assembled--the grand and magnificent scenery surrounding the spot, on which thousands offered up their prayers for success to the great work; and the deep interest impressed on every countenance, marked it a scene which will never be erased from the memory of those who witnessed it.”

The procession moved from Pine's tavern down the Newburgh turnpike, to the summit level, under the discharge of artillery, and the cheering sounds of martial music. Arriving at the ground, the music and the Ulster Greys opened to the right and left, and the Chief Engineers, the Board of Managers, preceded by their President, and the Reverend the Clergy, ascended a stage which had been erected for the purpose, adjoining the site of the Canal. the band playing patriotic airs, and the Greys presenting arms; after which the whole procession marched through, and filing off to the right and left, surrounded the stage at this spot. A brilliant assemblage of ladies had already been accommodated with seats by the marshals of the day. When the Managers and Clergy were seated the music ceased--the most profound silence preceded, for a few minutes, one of the most impressive and eloquent prayers ever delivered on such an occasion, by the Reverend Mr. Kennedy, of the Methodist Episcopal Church. The solemn silence of the multitude assembled--the grand and magnificent scenery surrounding the spot, on which thousands offered up their prayers for success to the great work; and the deep interest impressed on every countenance, marked it a scene which will never be erased from the memory of those who witnessed it. Upon a signal given by the marshals of the day, the band struck up "Hail Columbia;" and Judge Wright, the chief engineer, preceded by the president, Mr. Hone, marked out to him the spot through which the Delaware and Hudson Canal must pass. The ceremony of breaking ground was then performed by the president, assisted by the engineers. Immediately after he returned to the stage, amidst martial music, and the shouts of the citizens.

That introduction to Hone's address in the *New York Spectator* was the basis of the introductory remarks by W. J. Coughtry's remarks in 1930 when the complete text of Hone's address was published in a 4-part article, titled "Construction of the Delaware and Hudson Canal", in four issues of *The Delaware and Hudson Railroad Bulletin*: (1) July 15, 1930 (pp. 219-20); (2) August 1, 1930 (pp. 229-30, 238); (3) August 15, 1930 (pp. 245-46, 252); and (4) September 1, 1930 (pp. 267-268).

W. J. Coughtry, in the first of his four articles ("Construction of the Delaware and Hudson Canal" W. J. Coughtry, Recorder) (July 15, 1930, p. 219-20), sets the scene to Philip Hone's address (relying heavily on the introductory remarks to the address that were published in the *New York Spectator*), as follows:

"One hundred and five years ago, on July 13, 1825, a large number of residents of Ulster, Sullivan and Orange counties, numerous visitors of prominence from other sections of New York and neighboring states, and the President and Managers of The Delaware and Hudson Company assembled in the quiet, little village of Rome, in the Mamakating Valley, Sullivan county, to witness the ceremony of breaking ground for the construction of the Delaware and Hudson canal, the first great work undertaken in the State of New York by private enterprise [emphasis added]. / At noon, upon the firing of a signal gun, a procession, composed of the Ulster Grays, a military company of Kingston, the canal engineering corps, led by Benjamin Wright, chief engineer, and John B. Jervis, assistant engineer [Wright and Jervis were both former Erie Canal engineers], the Board of Managers preceded by President Philip Hone, the clergy, the contractors on the canal, the visitors of prominence, and citizens of Ulster, Sullivan, and Orange counties, formed in front of Pine's tavern. / Headed by Colonel Gumare, of Sullivan county, and John Sudam, of Kingston, marshals, and the Sullivan and Kingston bands the procession moved down the Newburgh turnpike to the site on the line of the proposed summit level selected for the ceremony, accompanied by discharges of artillery. Arriving at the ground, where a platform had been erected, the music and the militia opened to the right and left, the latter presenting arms. With the playing of patriotic airs, the engineers, President Hone, the Managers, and the clergy ascended the platform, upon which was already seated a brilliant assemblage of ladies, and reviewed the procession, the members of which, after breaking ranks, surrounded the platform. / When the party occupying the platform was seated and the music ceased, a most profound silence of several minutes was followed by a prayer by the Reverend Mr. Kennedy pastor of the Methodist Episcopal Church. During this solemn silence amid the beautiful scenery of this charming valley it is said that the deep interest impressed upon every countenance while thousands of silent prayers were offered for the success of the enterprise made it a scene that was never erased from the memories of those who witnessed the ceremonies [emphasis added]. / Upon a signal from the marshals the bands played *Hail Columbia* as President Hone and Chief Engineer Wright left the platform and proceeded to a spot through which the chief engineer announced the canal must pass. Here the President, assisted by the engineers, broke ground for the construction of the canal by removing the first spade of earth. This ceremony completed, the party returned to the stand amid martial music and the applause of the onlookers."



Coughtry then presents the first part of Hone's address, as follows:

"When quiet was restored, President Hone arose and delivered the following address: In the present age of improvement when the capital, the enterprise, and the public spirit of the citizens of our happy republic are actively employed in developing its resources, unfolding its natural advantages and rendering operative all the blessings with which a kind providence has endowed it; undertakings, like that which has been this day commenced, become matters of ordinary occurrence; and an enterprise which a few years since would from its very magnitude, have been by some deemed chimerical, and the success of which would have been considered at least doubtful, by all is now viewed with little interest except by those immediately concerned in its accomplishment, and its projectors have less to hope from the applause which may crown their success, than to fear from the odium which is a natural consequence of a failure.

The state of New York enjoys the pre-eminence of having boldly taken up the line of march in the proud career of internal navigation. Our Schuylers and our Morrisses, who first conceived the noble project of uniting the Great Lakes and the rivers with the ocean which bounds our territory, were not permitted to enjoy the successful accomplishment of their labours, but their precious legacy has been worthily improved by those to whom it descended, and the great design, opposed as it has been by the honest doubts of some and the unworthy prejudices of others, has succeeded beyond the most sanguine expectations of those whose fame and reputation were identified with its success.

Our state owns an unpayable debt of gratitude to the illustrious individual who is now at the head of its government and to his associates in the canal commission, for their unwearied exertions to carry into effect the measures adopted by successive legislatures, who less sanguine than themselves, were still disposed to give every facility to their operations; and the successful completion of the great Western and Northern Canals, while it attests to succeeding generations how much may be effected by public spirit and individual exertion, will serve to stimulate other sections of our country to similar efforts in the great work of internal improvement.' [end of Part I]

[Part II: August 1, 1930, pp. 229-30; 238)

'The undertaking which has now been commenced does not claim an equal share of consideration with that to which I have just adverted; but when viewed as the work of individuals associated under the sanction of the state, but deriving no support from its funds, and when the great and important consequences which cannot fail to result from it are fairly considered, we feel assured that the public will give us the benefit of their good wishes, and contribute at least a friendly 'God speed ye' to a work which, if successful, must increase the prosperity and rebound to the glory of the state. But from you, citizens of Orange, Sullivan and Ulster, we have a right to expect something more; and judging by the friendly co-operation and support which many of you have hitherto afforded us, we have no apprehension that our expectations will be disappointed.

We are preparing to open for you the means of communication with a sister state rich in the production of the soil and possessing an inexhaustible supply of coal, which, from its situation and the imperfect navigation of the rivers, is of little more value than the rich gems, which ‘the dark, unfathomed caves of ocean bear.’ The products of your own farms, and the timbers of your own forests will also be increased in value to an amount incalculable by the facilities which will be afforded to you of conveying them, with little labor and expense, to a market always calling for supplies and never supplied. But in the prosecution of this work we have many difficulties to encounter, many obstacles to remove, and although, from recent experience, it has been found that the talents and industry of our countrymen is sufficient to overcome them all, yet we may be allowed to say in the language of an accomplished orator of a sister state, who saw all the difficulties while he expatiated on the advantages of such an enterprise. ‘To accomplish all these objects, man raises the valley, levels the hill, diverts the stream, perforates the mountain, he leads the river in unaccustomed channels and the bird of the air views the white sail of commerce usurping her accustomed haunts.’

We look then, with confidence, to your support, interested as you are in the success of this scheme, let it not be impeded or frustrated by obstacles which your friendly zeal may remove; we have already experienced the liberality of a large proportion of the inhabitants on the line of the canal, in gratuitously surrendering their lands for our use; let there be no exceptions, for where all are benefited it is not unreasonable to expect that all will contribute [emphasis added].

The Delaware and Hudson Canal Company owes its origin to an act of the Legislature of Pennsylvania, passed 13<sup>th</sup> March 1823, granting to certain of its citizens the right to construct a canal from the head waters of the Lackawaxen to the Delaware River. The principal object of which was, the transportation of coal known to abound in the counties of Wayne and Luzerne, near the head waters of the former stream in immense quantities; and of a quality equal at least to any which has been heretofore imported from foreign countries.

The legislature of New York perceiving at once the advantages to be derived from a participation by our citizens in a commerce so advantageous and profitable, incorporated by their act of 23<sup>rd</sup> April, 1823, the Delaware and Hudson Canal Company, which was authorized to receive from the Pennsylvania Company, a transfer of their property and rights, and to continue the line of slack water navigation from the Delaware through our own state to the Hudson River, at any point which the managers might deem most advantageous. Since the passage of the first act, the legislature has manifested their good intentions towards the company by granting them in aid of their undertaking, the privilege of employing a proportion of their capital in banking operations in the city of New York. The confidence of the public was evinced by the stock being immediately taken up.

A board of managers was elected from among the stockholders, and the institution organized with promptness and spirit under their auspices. Our first object has been to employ the best talents in the engineering department, and we have been peculiarly fortunate in our selection.

The gentleman at the head of that department unites with professional talents of the highest grade, sound judgment and discretion, which enables us to rely with confidence on his opinions; and his associates, educated in their profession under his guidance, bring to the aid of our undertaking the benefit of experience obtained in the construction of the western and northern canals, in which they have been employed with credit to themselves and benefit to the state.

The board of managers has had some difficulty to contend with in the commencement of their labours in the selection of a proper route for the projected canal from the Delaware to the Hudson, arising from the conflicting claims of those persons who, residing and owning lands on the east and on the west side of the Shawangunk Mountains, were accustomed to take only that view of the question in which their individual interest led them insensibly to see all the advantages, and to overlook difficulties and obstacles, more apparent to indifferent observers.

The engineers were instructed to survey and explore both routes with the most scrupulous attention, and to report to the board that location which would combine with the greatest share of benefit to the company and to the community at large, the most economical expenditure of the funds intrusted to the care of the managers. This survey was accomplished, and resulted in an elaborate and able report of Judge Wright, the chief engineer, which, after a personal inspection of the whole line by a committee of the board, was unanimously adopted, and it was determined to adhere to the original plan of terminating the canal at a point on the Hudson River, at or near the village of Kingston, in Ulster County. The following extracts from Judge Wright's report, may serve to explain some of the grounds on which we have come to a decision so important, and which, although productive of disappointment to some of our friends in the county of Orange, will, we are confident, be ultimately approved of by all.

In pursuance of your instructions requesting me to explain the several proposed routes for the contemplated Delaware and Hudson Canal, in company with Mr. Jervis, the assistant engineer, and examine critically the feasibility and outline of the expense, and more particularly on which of the several routes (if they were all practicable) it was for the general benefit of the country, and for the interest of the company to locate their line of canal.

Two general routes have been suggested, both following the Lackawaxen and Delaware Rivers to Saw-Mill Rift; four miles above Carpenters Point, and thence deviating, one following up the valley of the Neversink, and down the valley of the Rondout to tide water, near Eddy's Factory. The other following from Saw-Mill Rift down the Delaware to some proper point to gain the valley of Pawlings-Kill or Wall-Kill, and thence making as direct a course as the formation of the country would permit through Orange County, and debouch into the Hudson at or near Newburgh, a fine flourishing village.

'Several different plans, varying from this general outline, have been suggested to locate the line of the latter route, all however, tending to debouch at or near the same point in the Hudson River. I shall therefore describe the routes of the Ulster and Orange routes. The Ulster route having



been examined in 1823, by Col. Sullivan and Mr. Mills, and their report being before the Board, I shall give my examinations of both these routes, having never before seen either personally. And first of the Orange route, we proceeded from Newburgh down the bank of the Hudson four miles, to the mouth of Murdeners creek, and thence passed up the valley of this stream to the Otter Hill, a branch or tributary, and then following up the Otter Hill and its waters, we found a low dividing ridge between these waters and the Wallkill, although no level had been taken at this point, it was easy to see that no formidable difficulties existed in leaving the valley of the Wallkill, and gaining the country which declined eastward toward the Hudson. [end of Part II]

[Part III: August 15, 1930, pp. 245-46, 252]

The next examination was to the dividing ridge, between the valley of the Wallkill and the Shawangunk, in order to see if by tunneling the Shawangunk mountain, we could gain the valley of the Neversink. We therefore pursued up a stream which rises near, and runs through the Bull-Hach Meadows. We found that a level to suit this dividing ridge and pass through the mountain, must be 623 feet above tide water, and on this level the tunnel would be in the shortest place, two miles and ten chains, or 3740 yards, there would also be an embankment to get over the Neversink valley, which to form would require between three and four million cubic yards.'

After enumerating the several items of expense required to form this tunnel, the aggregate of which is \$1,380,000, the report very properly concludes by saying: 'This plan ought therefore to be abandoned.'

Another route for tunneling the mountain at Reynold's Gap having been surveyed, was found to be still more exceptionable, and, of course the project was rejected.

The report then proceeds:

'It has been represented as possible, to pass the mountain at a place called Culver's Gap. Mr. Jervis had examined it personally, and Mr. Mills had brought a level upon it. The plan that appeared most likely to succeed was to follow down the Delaware, from Saw-Mill Rift to near Carpenter's Point, pass over the Neversink River and up the valley called the 'Clove,' to its termination, and thence following the high ground along the side of the mountain about eight miles to Culver's Gap. Upon the top of this Gap or near the top, nature has located two ponds called Long Pond and Culver's Pond; these are to give feeding water at all times. Mr. Mills found the surface of the lowest of these ponds to be 851 feet above tide water, and 397 feet above the Delaware River, at Saw-Mill Rift.'

Comparing this with the Ulster route, the difference of expense was found to be so great as to leave no doubt of the propriety of rejecting it. These are some of the reasons which have influenced the board of managers in the location of a route for the canal, the very able report

from which have made the foregoing extracts, embraces a variety of subject of great interest, and I would be highly gratified, on the present occasion, in laying the whole before you, but I have already trespassed so far on your time and patience, that I shall only allow myself to notice one other point of considerable importance, and the interest which we persuade ourselves, you take in our concern, forbids me from making an apology for its introduction.

Apprehensions have existed in the minds of some of our friends, that the spirit of enterprise which pervades every part of our country, may lead to the construction of rival works, operating to our prejudice, by diverting into other channels the revenue which we anticipate as the reward of our labours. On this head the report is full and entirely satisfactory.

Judge Wright says: 'Many persons have believed that the interests of the Delaware and Hudson Canal Company ought to be united, and merged in the Orange and Sussex Canal Company, and prevent what they call a rival work.

'The formation of the country, already designates that the route of the Orange and Sussex Canal, if made, must pass up the valley of the Wallkill, and down the valley of Pawling's Kill to Columbia on the Delaware River. This point is about twenty miles from Easton, on the mouth of the Lehigh; and should the Delaware and Hudson Canal Company make their Canal down the Delaware River, to Columbia, fifty miles from Carpenter's Point, and then take the valley of Pawling's Kill and thence up that, and thence to Newburgh, it would increase the length of the canal at least fifty miles, and make three hundred and twenty-five feet more lockage than the Ulster route.

Upon a full, and to me, satisfactory examination of the several proposed plans for the route of the Delaware and Hudson Canal, I am fully convinced that the best route and the one most for the interest of the company to pursue is, what I have called the Ulster route. A question then arises: Can there be any route of a canal projected and executed, which will directly or indirectly become a rival in the transportation of coal from the Lockawannock valley or the products of the soil? I answer that a birds-eye view of the formation of the country, between the Lehigh and Lackawaxen River, forbids the location of any canal which can in the least injure the interest of this route.'

The report of the chief engineer is satisfactory in all respects, and fully calculated to justify our most sanguine anticipations of success. The original survey and report to the commissioners which was executed with great ability by Colonel Sullivan, has been found so correct as to form the ground work of the plan, but it is determined to extend the size of the canal in the state of New York to substitute a more durable material for the locks, and to make an independent canal up the Delaware River, and in the state of Pennsylvania, to the head waters of the Lackawaxen. The important deviations from the original plan will increase the expense of the whole work

\$400,000, but we apprehend no difficulty in raising the funds required, and we lack neither inclination nor ability to commence the work with spirit and prosecute it with ardor and perseverance.

Contracts have been entered into for excavation and locks on a considerable portion of the line, and the peaceful and beautiful valley in which I have now the honor of addressing you, will soon be the scene of active and vigorous operations. The hardy arm of labour directed by science and professional experience, will be employed in rendering the bounteous gifts of nature, subservient to the improvement of art.

The citizens of our state and those of the state of Pennsylvania, will be convinced that the privileges granted by their respective Legislatures, are not intended to be merely employed as objects of interested speculation, and that the proud character which New York has obtained in works of internal improvement and public utility, is in no danger of being tarnished by the operations of the Delaware and Hudson Canal Company.”

Following the tremendous applause which is said to have made ‘the welkin ring,’ and prayer by the Reverend Mr. Murphy, of Rochester, Ulster County, the procession reformed and returned to Rome, disbanding at the inn of Captain Peter Miller. / The ceremonies were concluded with a dinner at half past two that afternoon in a bower immediately adjoining the summit level, at which about two hundred guests were present. President Hone presided, assisted by David Hunter of Sullivan, and Charles H. Ruggles and John Sudam, of Ulster county as vice-presidents. . .” [On 07-20-2011, we learned, at a meeting of the Delaware and Hudson Transportation Heritage Council, that Captain Peter Miller’s is now “Danny’s” at the four corners in Wurtsboro.]

The dinner concluded with the drinking of many toasts—among them the following: / The Delaware and Hudson canal—Posterity will celebrate the anniversary of its commencement as a new era in the history of improvement. / The legislature of the state of New York—to whose liberality and enlightened policy the citizens of Orange, Sullivan and Ulster, are indebted for the canal, the commencement of which we this day celebrate. / The state of Pennsylvania—willing that the Delaware and the Hudson should shake hands, may she be as prosperous as she is great and magnanimous the cause of internal improvement throughout the union; the union of the states, cemented by works like this—it will be imperishable. / By John Sudam, esq., vice-president. The president and orator of the day—his enlightened judgment has enabled him to appreciate the advantages of the Delaware and Hudson canal; his name his given to Ulster and Sullivan a strong arm in completing it. / (Mr. Hone here rose and thanked the company in a feeling and appropriate manner, for the honor this day conferred on him.) / By David Hunter, esq., vice president. New York and Pennsylvania, twin sisters of the republic, may their common efforts produce internal wealth for themselves, and external strength for their country. / By

Charles H. Ruggles, esq., vice president. The health of a citizen of a sister state, Maurice Wurts, esq. whose mind first conceived the project of the Delaware and Hudson canal, [emphasis added] and whose ardor and perseverance has brought the work to an auspicious commencement.” [end of Part III]

The last article in this four-part series [September 1, 1930, pp. 267-68] contains much interesting data about the canal. Here is the text of that article:

"Two other celebrations followed [the ground breaking on July 13, 1825], the first on September 2, 1826, when the keystone was placed in the aqueduct across the Rondout at High Falls, and the other on November 25, 1826, when a perfect Ashlar was laid in the wall of the tidewater lock at Eddyville, marking the completion of the canal between the Hudson and Delaware rivers, both of which were laid with Masonic ceremony and were followed by banquets. / At the latter celebration the participants boarded the *Morning Star* at Kingston which proceeded up the Rondout to Eddyville where she entered the tidewater lock to the roar of cannon. As the water was let in the lock she rose majestically beneath an arch of evergreens to the level of the canal amid the cheers of the spectators. Here President Bolton, Chief Engineer Jervis, and a party of ladies and gentlemen embarked. A tow-line was attached to the boat and two horses 'gorgeously caparisoned' drew her rapidly out of the lock. Followed by two scows the *Morning Star* proceeded up the canal through the first and second levels and thence up the Rondout to the 'Stone House,' at the mouth of the Greenkill, where the party landed. Here a procession formed and marched down the tow path to the tidewater lock where the ashlar, properly inscribed, was set in place. / After the ceremony the party re-embarked on the *Morning Star* and the scows, which had returned to receive them, and again set out on the canal. As the boats passed up the canal and the Rondout, exhibiting to the wondering spectators a novel and interesting mode of transportation, many kept pace with the craft seizing the tow lines to relieve the horses and affording every facility to their continued progress. / The voyage terminated at the third and fourth locks. Returning to the Stone House the party disembarked and were served with 'an elegant cold collation.' At the close of the repast many toasts were drunk, after which the party again boarded the boats and returned to Kingston. / The canal from Hudson to the Delaware was filled with water shortly after this celebration and again in the spring of 1827 for the purpose of saturating the banks and allowing them to settle. / The first recorded navigation was an experimental trip of the *Neversink* from the summit level to tidewater at Eddyville, a distance of forty miles, where she arrived on the morning of July 27, 1827, 'without having encountered a single accident, or being detained a single moment by obstructions on the route.' Her passage through the stone aqueduct at High Falls was witnessed by Hon. Nathan Sanford, of the United States Senate, and President Bolton who 'were highly gratified with a short passage on the canal.' / The first recorded commercial transit was a raft containing 20,000 feet of white pine boards from Warwarsing, which arrived at Kingston September 15, 1827. The first report of 'Canal Commerce,' furnished by the collector at Eddyville, announced the clearance into the canal from October 25 to 30, of 6 boats and the arrival, from October 26 to 30, of 8 boats, 3 from

Rosendale, and one each from Warwarsing, Beattysburg, Ellenville, Marbleton and Waagendall. Their cargoes consisted chiefly of cord wood, lumber, staves, and leather. / The dates of completion of the canal from the Delaware River to Honesdale do not appear of record. As soon as water could be maintained on a section it was let in and the canal used for haulage of materials, scows being used. Water was let in the Delaware section at the Mongaup feeder in August, 1828, and from the Delaware river about the middle of September. On the Lackawaxen section water was let in at Brinks, at the Narrows, and at Honesdale early in September and the remaining feeders were opened on October 9. In a letter to the Senate and Assembly, dated October 10, 1828, Philip Hone advised them that the canal had been completed, that it would be ready for navigation on the whole line in the course of the ensuing week, and requested the appointment of committees to accompany, with the managers of the company, the first boats loaded with coal that would pass through the canal. This invitation was not accepted, the rules under which both branches of the legislature then operated failing to permit such participation. / The completed canal was formally opened on October 16, 1828, when the Orange Packet, with a party of Managers, left Rondout for Honesdale. The Managers upon their arrival were given a public reception by the citizens. This packet and the canal boats accompanying it were the first to navigate the canal for its entire length. / The canal when completed was one hundred and eight miles long, thirty-two to thirty-six feet wide at the water line, twenty feet wide at the bottom, and the minimum depth of water was four feet, affording capacity for boats carrying cargoes of not more than thirty tons. It was carried across the Rondout on a stone aqueduct supported by two arches, across the Neversink and smaller streams by wooden trunks on stone piers and abutments and across the Delaware by means of a dam and slack water and it was spanned by one hundred and thirty-seven bridges. From tidewater the canal ascended for thirty-five miles; then its course was level for slightly more than sixteen miles. It then descended fifty-eight feet and rose again thirty feet, all in Orange County, and re-entering Sullivan County ascended steadily for the remainder of the distance in New York. After entering Pennsylvania it ascended continuously to Honesdale, where its altitude was nine hundred and seventy-two and one-half feet. These ascents and descents were accomplished by means of one hundred and ten locks having lifts ranging from eight to twelve feet, the average being ten feet. These locks were seventy-six feet long and nine feet wide. / An account of the passage of the first cargoes of anthracite through the canal and of the operations of that artificial waterway up to its abandonment at the close of the season of navigation in 1898 was published in the *Bulletin* of December 15, 1928. / Although but a vestige of this once great artificial waterway remains it will long be remembered as one of the greatest pioneering enterprises of our country.” [end of Part IV]